actuator by a vehicle operator, said operating unit comprising:

at least one detection means provided adjacent to the road for detecting a danger state and outputting a detection signal based on detection of said danger state;

a transmitter provided adjacent to the road which receives said detection signal and transmits a transmitter signal formed of an electromagnetic wave based on the detection signal;

a receiver provided on said vehicle which receives said transmitter signal and outputs a control signal based on reception of the transmitter signal outputted by the transmitter;

said automatic braking device receiving said control signal and operating an antilock control device of said vehicle, said automatic braking device being operated based on receipt of the control signal in order to operate an automatic brake wherein a braking fluid is obtained by driving a pump of said automatic braking device to supply said braking fluid to wheel brakes provided in at least a pair of right and left wheels to produce a braking force, so that said antilock control device is operable during the operation of the automatic braking device; and

a reference value corresponding to a target traveling speed being set inside the vehicle based on said control signal wherein when an actual traveling speed of the vehicle exceeds said target traveling speed for the vehicle after the control signal is received, the automatic braking device operates with reference to said reference value to automatically reduce the actual traveling speed to the target traveling speed by the operation of the automatic braking device.

12. (Amended) In a vehicle operating unit for a vehicle traveling on a road which said vehicle has an automatic braking device that includes a manual actuator where braking

is produced in wheel brakes by operation of said manual actuator by a vehicle operator, said operating unit comprising:

at least one detection means provided adjacent to the road for detecting a danger state and outputting a detection signal based on detection of said danger state;

a transmitter provided adjacent to the road which receives said detection signal and transmits a transmitter signal formed of an electromagnetic wave based on the detection signal;

a receiver provided on said vehicle which receives said transmitter signal and outputs a control signal based on reception of the transmitter signal outputted by the transmitter;

said automatic braking device receiving said control signal and operating an anti-lock control device of said vehicle, said automatic braking device being operated based on receipt of the control signal in order to operate an automatic brake wherein a braking fluid is obtained by driving a pump of said automatic braking device to supply said braking fluid to wheel brakes provided in at least a pair of right and left wheels to produce a braking force;

a reference value corresponding to a target traveling speed being set inside the vehicle based on said control signal wherein when an actual traveling speed of the vehicle exceeds said target traveling speed for the vehicle after the control signal is received, the automatic braking device operates with reference to said reference value to automatically reduce the actual traveling speed to the target traveling speed by the operation of the automatic braking device; and

an alarm unit being provided which generates an alarm to the inside of the vehicle based on the control signal outputted by the receiver based upon receipt of said transmitter signal transmitted from said transmitter.

13. (Amended) In a vehicle adapted to travel on a road, said vehicle comprising a brake system including an automatic braking device and individual wheel brakes which are provided in wheels of the vehicle, said vehicle including a manual actuator within a compartment of the vehicle which is connected to said brake system and is operable by an operator of the vehicle to effect manual operation of the brake system, the improvement comprising an operating unit for said vehicle to automatically reduce an actual traveling speed of said vehicle during emergency conditions, said operating unit comprising at least one detection means provided adjacent to a road for detecting a danger state within said road, said detection means outputting a detection signal based on detection of said danger state, a transmitter provided on said road which receives said detection signal and transmits a transmitter signal along said road to vehicles traveling thereon, a receiver being provided within said vehicle which receives said transmitter signal and outputs a control signal based on reception of said transmitter signal, an automatic braking device being provided on said vehicle to effect actuation of said wheel brakes independent of said manual actuator within said vehicle, said automatic braking device being connected to said receiver to receive said control signal and based on receipt of said control signal to effect actuation of at least one of said wheel brakes to produce a braking force in said wheels depending upon the presence of said danger state, said automatic braking device including a target speed setting device in which is set a target traveling speed for said vehicle such that actuation of said automatic braking device based on receipt of said control signal produces said braking force which reduces said actual traveling speed to said target traveling speed automatically based on receipt of said control signal and independently of said manual actuator.

D2 Concl.

Please add new Claims 16-24 as follows:

16. (New) An operating unit for a vehicle traveling on a road, which said vehicle has an automatic braking device that includes a manual actuator where braking is produced in wheel brakes by operation of said manual actuator by a vehicle operator, said operating unit comprising:

at least one detection means provided adjacent to the road for detecting a danger state and outputting a detection signal based upon detection of said danger state;

a transmitter provided adjacent to the road which receives said detection signal and transmits a transmitter signal formed of an electromagnetic wave based on said detection signal;

a receiver provided within said vehicle which receives said transmitter signal and outputs a control signal based upon reception of said transmitter signal outputted by said transmitter;

said automatic braking device being operated based on receipt of the control signal in order to operate an automatic brake which produces a braking force in at least one wheel brake within a plurality of wheel brakes provided in a plurality of wheels;

a reference value corresponding to a target traveling speed being set inside the vehicle based on said control signal wherein when an actual traveling speed of the vehicle exceeds said target traveling speed for the vehicle after the control signal is received, said automatic braking device operates with reference to said reference value to automatically reduce said actual traveling speed to said target traveling speed by operation of said automatic braking device; and

when said actual traveling speed of the vehicle is less than said target traveling speed after said control signal is received, said automatic braking device does not operate.

17. (New) The operating unit according to Claim 16, wherein said transmitter signal is provided at one of a position of an opening portion serving as an approach to the tunnel and a position remote from the opening portion by a given distance.

18. (New) The operating unit according to Claim 16, wherein said transmitter signal indicates the presence of the danger state and said automatic braking device automatically reduces said actual traveling speed based on the presence of the danger state.

D3 cont'd

19. (New) A vehicle operating unit for a vehicle traveling on a road which said vehicle has an automatic braking device that includes a manual actuator where braking is produced in wheel brakes by operation of said manual actuator by a vehicle operator, said operating unit comprising:

at least one detection means provided adjacent to the road for detecting a danger state and outputting a detection signal based upon detection of said danger state;

one or more transmitters provided adjacent to the road which receive said detection signal and transmit a transmitter signal formed of an electromagnetic wave based on the detection signal;

a receiver provided within the vehicle which receives said transmitter signal from at least one of said transmitters and outputs a control signal based upon reception of said transmitter signal outputted by said transmitter;

said automatic braking device receiving said control signal and being operable based on receipt of said control signal outputted by said receiver in order to operate an automatic brake which produces a breaking force in at least one wheel brake within a plurality of wheel brakes provided in a plurality of wheels;

a reference value corresponding to a target traveling speed being set inside the vehicle based on said control signal wherein when an actual traveling speed of the vehicle exceeds a target traveling speed for the vehicle after said control signal is received, said automatic braking device operates with reference to said reference value to automatically reduce said actual traveling speed to said target traveling speed by operation of the automatic braking device, and when said actual traveling speed of the vehicle is less than said target traveling speed after said control signal is received, said automatic braking device does not operate; and

a sound unit being provided which can generate a sound to an interior of the vehicle based on receipt of said control signal outputted by said receiver, which said control signal is based upon receipt of said transmitter signal transmitted from at least one of said transmitters.

D3 Contd.

20. (New) The operating unit according to Claim 19, wherein the transmitter is provided at one of a position of an opening portion serving as an approach to the tunnel and a position remote from the opening portion by a given distance.

21. (New) The operating unit according to Claim 19, wherein said transmitter signal indicates the presence of the danger state and said automatic braking device automatically reduces said actual traveling speed based on the presence of the danger state.

22. (New) An operating unit for a vehicle traveling on a road, which said vehicle has an automatic braking device, said operating unit comprising:

a receiver provided within said vehicle which receives a transmitter signal outputted by a transmitter and outputs a control signal based upon reception of the transmitter signal;

said automatic braking device being operated based on receipt of the control signal in order to operate an automatic brake which produces a braking force in at least one wheel brake within a plurality of wheel brakes provided in a plurality of wheels; and

wherein a reference value corresponding to a target traveling speed is set inside the vehicle based on said control signal, and wherein an actual traveling speed of the vehicle exceeds a target traveling speed for vehicle after the control signal is received, the automatic braking device operates with reference to said reference value to automatically reduce the actual traveling speed to the target traveling speed by the operation of the automatic braking device; and

D3 concl.

when said actual traveling speed of the vehicle is less than the target traveling speed for the vehicle after the control signal is received, the automatic braking device does not operate.

23. (New) The operating unit according to Claim 22, wherein the transmitter is provided at one of a position of an opening portion serving as an approach to the tunnel and a position remote from the opening portion by a given distance.

24. (New) The operating unit according to Claim 22, wherein said transmitter signal indicates the presence of a danger state adjacent the roadway and said automatic braking device automatically reduces said actual traveling speed based on the presence of the danger state.

REMARKS

Applicant hereby amends Claims 3 and 11-13, and adds Claims 16-24. In view of the following discussion, Applicant respectfully requests reconsideration of Claims 3-5, 8-10 and 11-15, consideration of Claims 16-24, and submits that all of said claims are in condition for allowance.